To the Fire Department and the Public at Large.

In consequence of my annual Report of 1850. which was surtained by acclamation in Firemen's Hall by the representatives of the Fire Department, and by the Board of Engineers and foremen, I in curred the bitter hatred of the Common Council and the wire-pullers of either political party. In my annual Report of 1851, I proposed that there be a separation of the Fire Department from the Common Council, which was referred to the Committee on the Fire Department, composed of Franklin, Bard and Griffin; Franklin and Bard reporting against the separation. Subsequently, Alderman Griffin proposed, by resolution, that a special com mittee be appointed to consider the propositions contained in the Annual Report of the Chief Engineer, which was adopted. At this time, the enincers and foremen convened at Firemen's Hall and sustained these propositions, and appointed a committee of five to urge their adoption by the Common Council.

The special committee, in the Board of Aldermen composed of Gr ffin, Chapman and Cook, reported in favor of the separation, which was laid on the table, where it remained until the old board expired. At the inauguration of the present board, it was taken from the table, and reterred to a special committee, composed of Francis, Haley, and Boyce, who have never reported thereon. Had these propositions been adepted, they would have superceded the necessity of the present communication, and have disarmed the Common Council of the power of creating fire companies, chiefly composed of politicians, in order to vote me out of the department, as I understand they are about to do. The wire-pullers of either political party have labored unceasingly during the past two years to oust me summarily from effice.

There is a powerful organization throughout the At the inauguration of the present board, it was

There is a powerful organization throughout the city to supersede me with a political engineer. The Common Council, in order to know their men, have recently assumed the power of making out the lists of the members of new companies—a power which hitherto belonged to the companies themselves. Companies are now formed in the following man-

Resolved. That the Chief Engineer of the Fire Bepart ment be directed to organize the names on the annexed list into an engine company, to be located in — ward. The "annexed list" being packed by the Com-mon Council itself. In this manner several com-panies have been recently created, and the work is still progressing, in order to obtain votes enough in the department to cust me from it. And these the department to cust me from it. And those companies are now being formed in open defiance of remonstrances from myself; from the whole Beard of Assistant Engineers, with the exception of one member, (Mr. Howard); from a large number of the officers of companies, and from large numbers of our most respectable citizens.

As an evidence of the determination of the Companies, and the companies of the companies are considered to the determination of the Companies.

As an evidence of the determination of the Common Council to hurl me from effice at all hazards, on Friday evening last, a first class engine company, which is entitled to sixty members, was created against theremonstrances of myself, of the foremen and assistant foremen of two fire districts, and of from between two and three hundred of the most respectable citizens of the Fifteenth ward.

And, still further, to show the determination of the Common Council to crush me, when the creation of the Fifteenth ward company was before the Board, the Alderman of that ward absolutely refused to present a remonstrance of the citizens of his own ward, against the creation of that company; and in the Fire Department Committee, of which he is a member, he actually opposed the reception by the committee, of the remonstrance of the officers of the companies of the Third and Fourth fire districts.

And the Assistant Alderman of the Fifteenth ward, on Friday evening last, successfully moved to lay on the table a remonstrance against the creation of the Fifteenth ward engine company in question, which was signed by several hundred of his immediate constituents, composed of as respectable the Common Council to crush me, when the crea

immediate constituents, composed of as respectable citizens as there are in the Fifteenth ward.

From what has already transpired, it would seem that the Common Council log will not stop until it rolls from the Battery to Harlem, inasmuch as nearly every member seems determined to have a political fire company in his ward. The Common Council are not only creating packed companies to oust me from office, but they have even had the cust me from office, but they have even had the unblushing audacity to remove my friends, in order to enable my enemies who remained to appoint in their stead those whom they knew to be uniriendly to me. For instance; eleven members of Engine Company No. 44, who were friendly to me were removed by the present Common Council, for the purpose of enabling those who remained in the company to have the opportunity to elect others in their stead whom they knew to be opposed

Thank God, this is the first decapitation of members since I have been connected with the Fire Department, whose sole offence was their friendship for the Chief Engineer. Irrespective of me, personally, I would respectfully inquire if the Fire Department at large, is prepared to tamely sanction the removal by the Common Council of some of its

If outrages on the sacred rights of members, sim-If outrages on the sacred rights of members, sim-ply for their opinions, are tamely submitted to, the department practically recognises the Common Council as its proud and merciless dictator. For one, I never will quietly permit any power on earth to disfranchise my brethren for their opinion of

to disfranchise my brethren for their opinion of men or measures.

Now, if these engine companies were actually required, even if their creation (although chiefly composed of politicians) resulted in my removal, I would not personally complain. But they are not required, being a positive injury to the department, the force in those districts where these new companies are to be located, being already too large to ensure harmony and energy in the department. These new companies are, moreover, a useless and enormous expense to the city, one of which, created a few evenings since, when properly located and coulpped, will cost the city at least twelve thousand dollars. And here I am forcibly reminded with what reck-

And here I am forcibly reminded with what rocklessness the large sums appopriated for the support
of the Fire Department are squantered for political
purposes from year to year, which is a question for
the consideration of those who are robbed through
taxation by these public plunderers of the Common Council. When the formation of useless
fire companies will coase, the Common Council
best know. But even while this large number
of useless companies is being created, if I recommend the organization of a company, where
it is absolutely required, it is sure to be rejected. For instance, in my last annual report, I it is absolutely required, it is sure to be rejected. For instance, in my last annual report, I recommended the organization of a hook and ladder company, between Chambers and North Moore streets, there being but one hook and ladder company in the two lower districts, and located in Chambers street. Now, can the Fire Department and the people of this city believe that instead of adepting my recommendation, that the Common Council audaciously tore down the house of this company in Chambers street, and compelled me to remove the apparatus to the public yard, where it still remains? The Common Council, at the same time destroyed the buildings of an engine and hose still remains? The Common Country, as and hose time, destroyed the buildings of an engine and hose time, destroyed at the same place, whose appara

still remains! The Commen Council, at the same time, destroyed the buildings of an engine and hose company located at the same place, whose apparatus also remains in the public yard.

When the Common Council committed this reckless art, leaving the two most important fire districts in the city without a hook and ladder company, I immediately appealed to the whole city, through the columns of the New York Herald, warning the public of the common danger to life and property. Before my appeal to the city, however, and before the fatal act was passed, i remonstrated with the Common Council against the destruction of the three engine houses in question, without first providing others, which remonstrance was, as usual, utterly disregarded.

In my remonstrance and appeal to the people, I warned the Common Council and the people at large, that the sacrifice of property and human life might be the result of the removal of this invaluable apparatus to the public yard. And I

invaluable apparatus to the public yard. And I exceedingly regret that such has been the result. For, at the recent fire in Morris street, three children were burned to death in the third story, and several persons severely injured in leaping from the windows, for the want of a hook and ladder compa-

windows, for the want of a hook and ladder company to the district.

When I contemplate the pitiful spectacle of three little children burning to death, to whom the Department could extend no aid, in the absence of the hook and ladder company which the Common Council took, and have kept from the Department to this moment—with the present Common Council (although nightly creating new companies to remore me) still regardless of the importance of its immediate return, and inveterately hostile to the creation of another book and ladder company, as I have argently requested ever since they came into power—[say, when my mind resurs to the heartening spectacle of that memorable morning in Morris street, I feel that every member who voted rending spectacle of that memorable morning in Morris street, I feel that every member who voted for, and that all who were instrumental in the for, and that all who were instrumental in the removal of that invaluable apparatus to the public yard, deserve a severe retribution. And they may sleep as soundly as they can over the graves, which they so prematurely dug, of three innocent little

And in this connection I would like to give a full parration of the career of Alderman James M. Bard, as a member of the Fire Department Committee during the past two or three years, who has ancessingly labored to embarrass me in the dis-

charge of my public duties at every turn; but as the New York firemen are tolerably familiar with his acts, I will let him pass on unmolested to the miserable destiny that should await him.

Moreover, I would like to speak of "Miller and his men," in connection with municipal loaves and fishes, and my public mantle—a remorseless political clique in the department, which has pursued me for years, like a tiger for his proy. But they need not despair. A New York fireman, who has clung to his post for nearly a score of years, mid heat, and sleet, and cold, grows old faster than a soldier, occasionally engaged amid the crash and thunders of battle. A little patience, and they may soon march after my muffled drum, and deride the tears of the leading meurners.

my mutiled drum, and deride the tears of the leading meurners.

Now, if I had joined all these corrupt and abandoned men, within and without the Common Council, in their deeds of public plunder, and political jugglery and infamy at the primary and legal election polls, all would have been well with me; but I chose the opposite course, and both whigs and democrats openly declare that my public ruin shall be the negality.

democrats openly decisive that my public runs same be the penalty.

And my leading personal motive in this com-munication is to drag the cowardly assassins from the darkness of ambush before the public gaze, and isquire why they do not remove me directly from cflice, as in the case of Mr. Gulick? Or why do chice, as in the case of Mr. Guinek! Or why do they not create twenty-four political fire companies in one night, as their ancient predecessors did in order to remove Mr. Anderson? Is it because their dastardly motives would be too palpable, and their own execution, on their own scaffold, like their predecessors of old, might be the righteous consequence?

They are creating these companies by piece-meal, and stealthily, like sneaking assassins, in districts where they are not required, in order to spring upon me unawares, to subserve their mercenary ends through my destruction And when they are use they have created companies enough, united with my present exemies in the department, most of whom they have allured from me through detraction and municipal patronage, they are to have a new election, with the understanding that those who petition for a new election of Chief Engineer, from the Common Council, are already pledged to vote me out of the department. And they intend that this fraudulent and wicked result shall go torth to the city, and to the werld, (and for the serrow of my wife and children all their days,) that I was hurled from office in disgrace, not by my public enemies within and without the department, but by the active fremen themselves—those noble and honorable men who have, against the gilded seductions of the Common Council, clung to me and the cause of public honor up to the present moment, and with a cordial fidelity that elicits my warmest gratitude. The stealthy mode of the Common Council resorted to for my removal, would thus convey to the public mind that my most steadfast friends had done the deed, instead of the Councilmen and "Miller and his men," and those political "dead heads" already made, and to be made, members of the department all over the city.

This base deception, about perhaps to go forth They are creating these companies by piece-meal

already made, and to be made, members of the department all over the city.

This base deception, about perhaps to go forth to the world, seems rather hard for one who has been an active fireman in this city during the past eighteen years, and who, as he looks around, can find but few, very fow active members in the department, at this day, who entered it with his eighteen years ago. A return like this seems hard, I say, for one who has never been impeached for dereliction of duty as a public officer. And it seems very hard that one who has passed the best portion of his days in the Fire Department, should with all the arduous and responsible duties of Chief Engineer, be an especial target of either party, having in its hands the annual disbursement of three or four millions of dollars—enough, apparently, to crush a thousand men. crush a thousand men.

But if I had the physical energies of carlier years, and less cares and responsibilities as Chief Engi-neer—if I did not have to work like a slave, night neer—if I did not have to work like a slave, night and day, in common with my comrades, for the preservation of the wealthiest and largest city of this continent, I would contend with my public enemies, (in the teeth of all their patronage and grovelling stratagem.) hand to hand, and foot to foot, as long as I could stand. But after two years unceasing contention with them, I find that they have got the power, and the heartless disposition, to disgrace me and mine, and I have concluded that they can do their work of infamy as soon as they please.

they please.

And when they have created political companies enough to eject me summarily from an office I have never disgraced, but who, I repeat, eject me for ex-posing, in my annual reports, their infamous career posing, in my annual reports, their infamous career as legislators; they can remove me, and I may return to the firemen's ranks, and for the support of my family I will return to my anvil, to which, if I had adhered, as I have to the Fire Department, I might possibly have had more of this earth's goods than I now have, or ever expect to have. My enemies will, doubtless, call this self sulogium; but my real friends, those who have been long connected with me in the department, are familiar with my sacrifices, and will call what I have rejuctantly said respecting myself, the sacred truth.

my sacrifices, and will call what I have reluctantly said respecting myself, the sacred trath.

But I do not speak thus of my private affairs to excite the sympathy of those in the department or out of it. I am no mendicant. I simply desire to have fair play, and to stand or fall on my conduct as a fireman and a man. I desire no selfish public or private return, and I would cordially disdain to receive return for my voluntary services to the public at large, in the capacity of a fireman, being amply rewarded by the proud consciousness that I have simply done my duty as a citizen of New York.

I have now fully exposed the vile and cowardly stratagem of the Common Council, and the wirepullers of citaer party, to hurl me from office, in the absence of justifiable causes; and I now leave these base and mercenary men in the hands of the Fire Department, and the public at large, for justifica-

Department, and the public at large, for instifica-tion or condemnation. I feel that I have discharged my duty faithfully and conscienciously to the de-partment and to the city at large, which is a happy consolation to me at this important crisis in my

public history.

ALFRED CARSON, Chief Engineer.

Chief Engineer's Office, New York, Feb. 7, 1852.

Jenny Lind's Coup d'Etat.

[From the Beston Transcript, Feb. 6.]
The press, the public, the itemisers, and the tea
table coteries were all taken by surprise yesterday,
on the appearance of the evening papers containing table coteries were all taken by surprise yesterday, on the appearance of the evening papers containing the announcement of the nuptials of the peerless Jenny Lind and the too happy Otto Goldschmidt. The news was rapidly disseminated to every quarter of the city. Wherever one went the announcement was trumpetted in his car—"Jenny Lind is married'—the nightingale is mated—the bird is caged—there'sno Jenny Lind now—she's agone er "By eight o'clock in the evening there was not a beau or a belle, within fifty miles of Boston, who did not know the news, or had not read it in the evening papers. It was rushed into the telegraph offices, and flashed off to the cast, the west, the north, and the south, and it was known in Hali'ax, in New Orleans, at Quebec, and St. Louis, and all along the shores of the great lakes before nightfall. It was the event of the day—Jenny Lind is married, and all America knows it.

For some days Jenny had been very busy in making calls and purchases, and put on quite a patronising air—yet no one suspected anything wrong—the itemisers of the press were unable to fathom her movements, and were unable to fand a straw to make a paragraph of—she bought her parlor plants of Hovey & Co., at Cambridge—her family stores of Pierce—her kitchen utensils at Waterman's—her jewelry and plate at Jones, Ball & Peer's. At this last place a ray of light was about to open on the world, as the order was about to be given to put the mark upon the plate and jewels,—we shall have the secret new; but when the mysterious cypher was handed to the artist, the simple "O."—all was darkness again. "O! what can

terious cypher was handed to the artist, the sin "O,"-all was derknoss again. "O! what can this mean!" "Otto," "Otto of rose" was all they could make of the hieroglyphic!

they could make of the hiereglyphic!
Biost admirably has Jenny managed this little affair. She has shown a genius for a coup d'etat, not second to that of Louis Napoleon. The house—the silver plate—the farniture—all were bought openly, audsciously—and the fact was aunounced to the public through the papers—atili nobody suspected what it was all for, any more than they did what the prince President was doing. Having arranged everything—secured every post—won over General Everett and others—she took the city by surprise—and was married before her intentions were even suspected. The Benedicts tear their hair; but it is no use. The press sigh at the were even suspected. The Benedicts tear their hair; but it is no use. The press sigh at the thought of having been headed off, but their sighs are vain. Mrs. Goldeenmidt (O Jenny!) can smile in her honey-moon cage at their despair. Among the incidents, for which Jenny remains responsible, we may mention, that the Germania Screnade Band screnaded the residence of Mr. and Mrs. Ward last evening, supposing Jenny to be within; but she had left for her home at Round Hill, Northampton. As it will be expected that we give the "opinions of the press" on this memorable marriage, we subjoin, from the Courier, the following:—

the following:--Mr. Goldschmidt has attended Jenny as her plants for many months past. The match has taken everybody by surprise, though we must say that we were struck with something confoundedly arch and reguish in the twinkling of her eye, when she sung "John Anderson, my Jo," the last time she appeared in public in this city. Such, however, has been the discretion of the parties, that it may have been the discretion of the parties, that it may

have been a "foregone conclusion" for years. The next song of the Nightingale will, of course be ext song of the Nightingale will, of course be Home, sweet home. May she live a thousand years, and sing it every day.

Most cordually will the public acquiesce in the following from the Journal:—

The fair songstress, with the cautious reserve in the feat songstress, with the cautious reserve in the least recalling to woman, has kept her The fair nongarroes, whin the cancel a reserve in a flairs of the heart peculiar to woman, has kept her own counsel with regard to her approaching marriage, and the public will be taken by surprise. We are evre, however, that the favorite of the public will carry with her in the row relations she has formed, the best wishes of all for her future harmfree.

The French Line of Mail Stemmers.

To the Senate and House of Representatives, in Congress Assembled:—

The memorial and petition of the proprietors of the New York and Havre mail steamers, by their agent, Mortimer Livingston, respectfully shows:—

That your memorialists now perform the mail service for the government of the United States between the ports of New York, Havre, and Southampton, in England; and for that purpose they have constructed, and now own, two steamers, the Franklin, of 2,181 tons register, and the Humboldt of 2,182 tons register; the first of which, the Franklin, was put on the line in October, 1850, and the Humboldt in May, 1851.

And your memorialists farther show, that these vessels have, ever since the respective periods afore-

And your memorialists farther show, that these vessels have, ever since the respective periods aforesaid, performed their trips with such rapidity and regularity as to command the entire conflictnes of the travelling public and the commercial community. They have met with neither accident nor interruption; they have not been withdrawn from service a single day for want of repair; and your memorialists believe themselves entitled to the merit of a success almost without precedent in the history of Atlantic steam navigation. Your memorialists have thus fully performed the contract into which they entered with the government, and they are able still to do so, if not disturbed or interfered with. But the facts which your memorialists are about to state, render it necessary for them to appeal to the people of the United States for their support, and to the government for its protection, if it is considered desirable to prevent this important branch of our foreign mail service from being crushed by the undue interference of English capital, sustained by the British government. These facts are not generally known; but your memorialists helieve them calculated to arrest the attention tal, sustained by the British government. Those facts are not generally known; but your memorialists believe them calculated to arrest the attention not only of those engaged in the French trade, but of all who take an interest in the advance of this great branch of commercial enterprise; of all who feel a just pride in the triumph of American energy and skill.

American vessels going into French ports labor.

who feel a just pride in the triumph of American energy and skill.

American vessels going into French ports labor under a disadvantage of which the public is not generally aware. English vessels entering the ports of France pay a duty of but one franc per ton register, whilst American vessels pay five francs. The excess of duty paid in one year by one of our steamers over what an lenglish vessel of the same size would pay, amounts to upwards of six thousand dollars. This difference, in regard to which, though repeatedly brought to the notice of our government, no relief has yet been obtained, becomes very serious when it is borne in mind that since the repeal of the English Navigation Laws, British bottoms are allowed to bring French goods to this country free of all discriminating duty, and consequently the capitalists interested in British steamers find it profitable to transport cargoes of French goods in them by the way of Liverpool to New York. This is a direct and positive disadvantage under which the vessels of your memorialists labor, and to remove which the government has done nothing; but others of a more serious nature exist.

Fair competition is the life of all business, and

ous nature exist.

Fair competition is the life of all business, and especially of commercial business. Commerce in all its branches flourishes most when least interall its branches flourishes most when least interfered with. Of such competition it is neither the desire nor the interest of your memorialists to complain; but when competition is devised and employed with the avowed object of driving all rivals from the field—when this is sought to be effected by the unsparing and unscrupulous use of enormous capital, backed by the governmental support of our most formidable commercial rival, it is believed that a state of things is presented to which no one of correct notions can be insensible. Such is the state of things with which your memorialists have to centend. have to centend.

have to centend.

The wealthy and powerful English company owaing the steamers known as the Cunard line, as has been said, find it to their interest to transport French goeds from Havre, via Liverpool, to New York; and to secure this branch of business to themselves without interruption, they have deliberately undertaken, by a reduction of freight far below the standard of remuneration to head to be the second of the s low the standard of remuneration, to break down your memorialists' steamers, and drive them from the trade.

the trade.
Your memorialists have in vain endeavored to induce the parties who control the Cunard line to agree upon a tariff of freight which should be sufficient for all; they have refused all overtures of the kind, and have, on the contrary, engaged in a settled scheme of warfare against this company, thinking, undoubtedly, that being of recent origin, less opulent than themselves, and not so secure of government assistance, they could succeed in destroying it.

stroying it.

The usual rate of freight from Havre to New York, by steamers, before your memorialists' vessels were put on the line, was \$40 per ton. The Cunard vessels, as the annexed extracts from their advertisements show, have reduced the rate as los advertisements show, have reduced the rate as tow as ten dollars per ton, and in order to carry out their plan, they transport French goods in small steam-ers from Havre to Liverpool. This reduction, too, is only made when one of your memorialists ves-sels, the Humboldt or the Franklin, is about to

[EXTRACTS.]

Cunard Ad ertisement, Haure. August, 1850.

"Shippers are advised that the rate of freight to the United States is \$40 per ton"

The same rate for September, 1850.

The Franklin left New York on her first trip,

The Frankin ister and Havre, October 9, 1850.

County Advertisement, Havre, October 9, 1850.

"Shippers are advised that the rate of freight by this line (the Cunard) will be twenty dollars per ton."

The Franklin left Havre early in November, 1850.

Conard Advertisement, Havre, 4th November, 1850.

"Shippers are advised that the rate of freight after
the 9th November, will be forty dollars per ton" The Franklin returned to Havre in December.

The Franklin returned to Havre in December.

Cunard Advertisement, Hauer, 2d December, 1850.

"Shippers are advised that for the month of December, up to the 4th January, inclusive, the rate of freight will be ten dollars perton."

And with little variation this course has been

pursued throughout the year.
In the advertisement of the Cunard line of the last date, occurs a still more striking proof of the hostile character of the opposition to this company.

"Shippers are advised that goods for the American boats, (the Collins' line.) leaving Liverpool in December, will be transported by the Gunard steamers from Havre to Liverpool free of all charge to the

It thus appears that, not satisfied with the at-

It thus appears that, not satisfied with the attempt to turn the whole course or freight to their own boats, by taking it at a ruinous rate, that in order nothing may be left for the boats of your memorialists, they offer to transport to Liverpool whatever may remain, free of all charge, thus also creating the erroneous impression on the minds of those engaged in the French trade, that both the English and American steamers from Liverpool were united against the Havre line.

If any further doubt can be entertained as to the real nature of this competition, and its implacable hestility to this branch of our trade, it will be removed by the statement which your memorialists held themselves ready to prove—that the agents of the Cunsrd line have deliberately avowed their purpose to break down and destroy the business of your petitioners, and utterly drive them from the of the Cunard line have deliberately avowed their purpose to break down and destroy the business of your petitioners, and utterly drive them from the line; that they have insultingly recommended your petitioners to take their boats off the Havreline, and send them to Bromen, engaging not to epose them there—only, however, on the conditions that they would not stop at Southampton; in other words, being willing to allow us the free use of the British Channel, provided we would not touch on either shore, but resolved that the United States government should have no direct line of mail steamers from New York to Havre.

This object, and the course by which it is sought to be obtained, is neither wise nor just. It is hostile to a large class of our citizens, and inimical to the policy of our government. The sea is broad enough to bear all the steamers now on its bosom, and it cannot be necessary to the existence of the Cunard company, to build it up on the ruins of your memorialists business. If this plan prove successful, it would at once tend to defeat a chorished object of our government—the extension of its steam

fel, it would at once tend to defeat a chorished object of our government—the extension of its steam matine—and at the same time lead to the establishment of a fermidable foreign menopoly, which would necessarily and inevitably seek remuneration or the sacrifices it had made to get rid of competition, by imposing enormous rates of freight.

Against the creation of such a monopoly, your memorialists submit that they and the courty are

entitled to protection at the hands of the govern-

There is another consideration connected with There is another consideration connected with its subject, to which your petitioners have already briefly adverted, but which, in every point of view, deserves fuller notice and more serious attention. The Cunard steamers are large recipients of the The Cunard steamers are large recipients of the bounty of the English government, to an extent which it is impossible to ascertain, which probably depends only on the necessities imposed by foreign competition. They act under the direct supervision, if not under the direct orders, of that government. It is not too much, therefore, to say, that in contanding with the Cunard steamers we are contending with the English government itself; and if this be the case, it is apparent how serious becomes a deliberate effort on the part of that company to break down and destroy a part of our steam marine. It is practically an effort made by the agents of the English government to cripple the maritime power of this country. This is not to be tolerated.

An impression exists that our government is already heavily taxed for the transmission of mail materialy heavily taxed for the transmission of mail materials.

ready heavily taxed for the transmission of mail mat-ter by this line. This is entirely erroneous. The almount paid by the United States for the transportation of the matic is \$12,000 for each voyage. At the commercement of the service, the receipts from posage were comparatively small; the route was a porage were comparatively small; the route was a new one; the commercial community were accustomed to transmit their letters through England; but for the last six months, since the line or your petitioners has been regularly established, the receipts from mail matter have studied and rapidly perseased, until the monthly average has reached \$5,000, reducing the advance from government to

about \$4,000 per trip; and there is no doubt that, before the expiration of another year, that difference will be made up; and when this takes place, the government will give no assistance whatever to

the government will give no assistance whatever to the enterprise.

But your memorialists, in asking all from the government of the United States, do not wish to be understood as recking any extravagant advance of public meneys to enable them to compete with the formidable opposition with which they are now contending. They ask only to be placed on the same footing with other transatiantic mail steamers. They do not expect any advantages beyond what either lines may enjoy; they believe themselves entitled to equal justice.

It will be recollected that the boats of your memorialists have never received from government any advance whatever towards their construction, although it was freely granted to other mail steamers. It is further to be borne in mind that they now receive full one third less compensation for the transportation of the mails than any other transatiantic line; that they perform double mail service; stopping at Southampton as well as at Havre; and this at an additional expense of \$15,000 per annum, for which your memorialists receive no bonefit whatever, as they take no freight from Southampton.

It will be recollected also that although re-

whatever, as they take no freight from Southampton.

It will be recollected, also, that although required to build boats of only 1,600 tons, they have, at great additional expense, built them nearly one third larger, thus rendering them more services lefor government use should they be so recarred; and that in fact they have carried them be the externed limit of size that the dimension of the port gates of Havre will allow.

Your petitioners, in view of the whole case, confidently appeal to the government for aid in the premises. Their claim is made not merely with a view to their own peculary advantage. They rest their demand on the interest of the citizen and that of the nation; is is for the welfare of all that this young enterprise should not be breken up, and the steam trade with France thrown into the hands of a huge most opoly, controlled and sustained by our most formidable rival. It concerns the honor of the government, that they do not permit any foreign power to dictate to them in what channels our steam marine shall be emplayed. The request of your memorialists is not an unreasonable one. They ask that the same advantages granted to others be extended to them; to be placed on an equal footing with other lines; with this aid, given to them at this time, they pledge themselves to defy all foreign competition, and to secure for the country advantages, which, if now lost, we may strive in vain to recover.

MORTIMER LIVINGSTON, Agent. strive in vain to recover.

MORTIMER LIVINGSTON, Agent.

New York, December 8, 1851.

City Intelligence.

Accident on the Harlem Railhoad —On Sunday afternoon an accident occurred on the Harlem railroad, which almost proved fatal in its consequences. While the two and a half o'clock train to Croton Falls, consisting of three baggage and five passenger care, was one mile this side of Fordnam. an axie of the middle passenger car broke, throwing it completely over, while the second was driven off the track, and the last but partially. A brakeman on the rear platform, named Vandervender, who got entangled between the platform and the oar, had his arm broken, and was obliged to have it amputated. We understand he sustained other, but slight injuries, and we hear that he is coing well. Notwithstanding the car was nearly full, there happened no further serious secident, except a woman, who was slightly injured by her dress taking fire from the stove. The middle and fourth cars were considerably damaged.

Inhuman Treatment at the Bellevue Hospital.—On

ler dress taking fire from the stove. The middle and fourth cars were considerably damaged.

INHUMAN TREATMENT AT THE BELLEVUE HOSPITAL.—On Sunday, about 2 o'clock, a poor emigrant woman, named Ann McCabe, aged 65, fell on the sidewalk in Twenty-second screet, near the Third avenue, and by the full broke her leg and distocated her hip. Her helpless condition soon called the aid of the police, and officer Seconds of the Eighteenth ward, speedily procured a conveyance, and at once conveyed the sufferer to the Bellevue Hospital, which was near at hand; but on arriving at that establishment, the injured woman was denied admittance. Thereupen the chicer was compelled to cart the patient to the City Hospital a distance of over two miles thereby much increasing the agony of the sufferer by the unnecessary joilting of the cart. It is scarcely necessary to say that the patient was immediately admitted into the City Hospital, by Mr. Roome, the very excellent superintendent, and every surgical and medical aid provided. We are informed by the Captain of Police, of the Eighteenth ward that this unfeeling and inhuman case is not by any means the only one on record. It seems they are in the hubit of turning away cases of this nature, but on what ground the police cannot Imagine. Bellevue Hospital, as far as we are capable of ascertaining, is the property of the city, a public institution, and by shat anthority they refuse to admit cases of sudden sudden emergency within its walls, is a matter, we should suppose, for the Common Council to examine into.

Death my Congestion of the Bann.—Coroner Ives reserved as the shade in the body exercises the day in our state.

suppose, for the Common Council to examine into.

Death my Concession of the Brain.—Coroner Ives
yesterday held an inquest at French's Hotel, on the body
of Morty O'Sullivan, aged 40 years a native of Ireland,
who died suddenly at the above named hotel, early on
Monday morning. It seems that the deceased had been
ledging at the hotel for about eight days past, and on
Sunday evening he was taken down with a fit, which
terminated his life at one o'clock the following morning.
A verdict was rendered of death by congestion of the
brain.

BOARD OF ASSISTANT ALDERMEN.

This Board met last evening, the Precident Jonathan
Tretter. Esq. in the Chair and a quorum present. The
proceedings of the preceding meeting were read and approved.

Of Berry & Paimer, to erect an outside iron stairway on their premises, corner of Cedar and West streets. Of Eliza Concklin, for reduction of assessment. Of James Nash and others, for pier at the foot of Eighteenth street, East river.

Of Committee on Reads, concurring to pave Forty-frurth street, beween Eighth and Ninth avenues. Re-ferring petition of Charles Willis and Patrick McGane-to open and grade lots on Tenth avenue, to Street Comneisioner, with power. Concurring to regulate &c. Ferty-eighth etreet, between Third and Fourth arenues. Of Committee on Streets, in favor of regrading Thirty-fith street, from Second to Third avenue. Of Committee on Lands and Places, in favor of continuing the regulating of Mount Morris Square, and appropriating \$5,000 therefor.

5.000 therefor.

COMMUNICATION ORDERED ON FILE.

Fourth Report of East River Savings Institution. From the Croton Aqueduct Department, in relation to

a new reservoir.

LAID ON THE TABLE.

Communication from the Streets Commissioner, in reply to resolution of inquiry, in regard to the Eighth and Sixth avenue Railroad. From counsel to the Corporation, relative to the Sixth Avenue Railroad.

nesdouries of the Bixth Avenue Railroad.

RESOLUTIONS REFERENCE.

That the Croton Aqueduct Department be directed to lay main pipes in Thirty-seventh street, between the Second and Third avenues. That piers Nos. 20 and 21, N. R., be extended from Jay street to Fulton street.

cond and Third avenues. That piers Nos. 20 and 21, N. R., be extended from Jay street to Fulton street.

RESOLUTIONS ADOPTED.

That the counsel to the Corporation report to this Board all drafts of laws in relation to the city and ceunity of New York, which he has transmitted to the Lagislature of this State for its action, during its present session. That the Committee on Wharves, Piers and Silps be directed to Inquire into the prepriety of Impessing a small wharf tax on all goods landed on the public docks and silps, and report to this Board an ordinance to carry the same into effect, if they should deem it expedient. That the following streets be renumbered, under the direction of the Street Commissioner, viz.—william street, Division street, Catharine street, Stanton street, and West Eighteenth street. That the Commissioner of Lamps and Gas be instructed to have the oil contracted for of Kingsland & Satton, tested as delivered as to the purity before payment.

**Resclution that the Chief Engineer of the Fire Department be directed to accout the returns made by the proper officers of Engine Co. No. 17. Award of contract to supply 16.00 gallens of oil to D. C. Kingsland and C. K. Sutton. Reports of Finance Committee in favor of refunding tax to Henry Peterkin. Report of Committee on Fire Department, in favor of organizing a new hook and ledder company between Seventh and Fourteenth streets, and Bowery and First avenue. Resolution to appropriate the macessary sum. An ordinance to amend an oralisance organizing the Fire Department, &c., passed 3d May, 1840. by transferring the duties and powers therein mentioned from the Folice Department to the Department of Streets and Lamps. Resolution to have Thirtieth street from Ninth to Eleventh avenues, lighted with oil To enlarge the engine house on Anthony street, near Broadway, and occupied by Engine Co. No. 21, and Thirtieth street from Ninth to Eleventh avenues, lighted with oil To enlarge the engine house on Anthony street, near Broadway, and occupied by Engine Co No. 21, and Hose Company No. 25, by obtaining ground at the rear. An ordinance directing policemen, on an alarm of fire, to alarm all firemen residing in their beat.

THE ELECTION IN THE NINETERNIH WARD.

The protest of William B, Drake, late candidate as Assistant Alderman for the Nineteenth ward, against the legality of the election of Peter K. Brastow, was on motion taken from the table and referred to a special committee to be named by the Chair.

Assistant Alderman Bowtons, McConkey and Mabbatt were appointed, Mesers Ring and Brown having been named, and successively excused

The Board adjourned till Wednesday next, at five o'clock, P. M.

Board of Supervisors.
FERRUARY 9 —The Supervisor of the Third ward in the

COMMON SCHOOLS,

A communication was received from the Superintendent of common schools, stating that the sum of \$128,700 ld was apportioned for the city and county of New York. The bill of T. B. Oliver, for \$59, for cleaning offices

was referred.

**salaries of the Cleaks of the Surgajon count.

The report of the committee, in favor of raising the salaries of the cierks of the Euperier Court, was laid on the table. the table.

RESOLUTION ADSTRUCT.

In favor of purchasing law books for the use of the Judges of the Superior Court, and the emperisors of the Third. Fifth and Twelfth wards were nominated as a committee to carry cut the resolution.

committee to carry cut the resolution.

ALLEAD JUNY HE HEAD JUNY INSTANCE.

The payment of the bill of Macketell & Himpson for Side, for the use of a four howe sleight for the Grand Jury to visit the Harlem athods one day in January, 1862, was opposed by the Hocorder The President remarked, that as to the payment of the claim there was no doubt, but the gropricy of paying so large a sum was at the option of the Board. Ordered to be paid.

Adjourned to first Nionday in March.

Profesers Kinhi: arrived at Louisville on the 31

Theatrical and Musical.

Theatrical and Musical.

Bowers Theatre—The grand nautical drams entitled breakers Ahead," was produced at this specious and elegant establishment last evening, in the most brilliant manner. The scenery, machinery, drawes and properties are all new, and of the most costly character; the music is excellent, and the talent emboded is the cast comprises those fine artists. Messrs Eddy, Cony, Taylor, and Mrs. Pather. The appliance betoed upon it isst night, by scrowded ascembisge, warrante us in asserting that it stop prove infinitely more attractive than any piece programables easen. The sound judgment of tiamblin, as for commendation of the probability of the commendation of the start of the start of the "Two Bonny chee."

Boadway Theatras—The piece an immense suctions in the character of Cardinal Richelieu and he always been received in it with the most enthusiast; sheers. He will be supported by a powerful cast of maracters, which includes nearly all the genuine tale; of the establishment fine names of Barry, Conway canno, Mad Ponisi, and other hames of Barry, Conway canno, Mad Ponisi, and other hames of Barry, Conway canno, Mad Ponisi, and other talented artists, who at the prominent sharacters, would of themselves, on a fordinary night draw a good house; but when Ferres is announced with them, and considering the great competition in another quarter, and the exactions the will be made to attract, we are sure the sate of the starticus the will be made to attract, we are sure the sate in the starticus the will be made to attract, we are sure the sate in the starticus the will be made to attract, we are sure the sate in the starticus the will be made to attract, we are sure the sate in the sate of the starticus and the careful as a sate of the careful and angeliant will be made to attract, and the careful as the sate to night, will present a brilliant Mettops.

BURTON'S THEATRE -O'Keefe's splendid comedy suti-Burron's Theatre — O'Keefe's splendid comedy entitled "Wild Oate," will be presented at this popular
establishment to night, for the first time this season, with
a brilliant cast of talent, embodying those favorite
artists. Mesers Burton Blake, Lester. Johnston, Bland,
Mis. Hughes, Mirs J. Hril, and Miss Weston. This is a
dramatic treat which can rarely be enjoyed by the public, therefore it will likely be repeated several times.
The rush to night will certainly be immense, so those
who desire comfortable seats should secure them during
the day. The farce of "The Mummy," which completely
convulses the audience witk laughter, will be the termimating feature, in which Burton will sustain his original
character.
Natianal Theatre—As is always the case, this popu-

convuines the ancience with laughter, will be the terminating feature, in which Burton will sustain his original character.

Natianal Theatre—As is always the case, this popular theatre was fided in every available department last night to witness the magnificent new kaudical spectacle entitled "Yankee Jack, or the Buccaneer of the Guif." Neither labor nor expense has evidently been spared in the preparation of this great nautical production, for the whole paraphrenalia is new, and of the most gorgeous description—indeed, it is a maiter of great surprise that Purdy can present such a succession of expensive pieces, for so mall a price of a timission. Mr. W. G. Jones performed the character of Yankee Jack in a very oreditable manner. Mr. N. B. Clarke, Miss Histhsway, and Mrs. Nichols were also very effective in their respective characters. "Yankee Jack" will be repeated again tonight, together with the "Idiot Witness" and "An Object of Interest."

ASTOR PLACE—GERMAN COMPANY—The German Dramatic Company, for some time back announced, will appear this evening in the drama of "The Robbers," and the entertainments will conclude with the very amusing farce of "Bex and Cex." The prices of admission to parquet and boxes is 60 cents, and to the amphitheatre, 25 cents.

Baratm's Musyum—The grand temperance drama, styled "The Bettie," continues uninterrupted in its career of success. Last night the beautiful lecture room was crowded again to overflowing, to witness its thrilling effects. It is localized from the Lendon drama to suit the American character and peculiarities, and imparts a very wholesome lesson. It will be repeated again tonight, with the laughable farce of the "Dead Shot." In the afternoon will be represented the interesting drama, called the "Maid of Groissy." together with sluging, dancing, and accordence performances. Mr. Buchanan's benefit comes off to-morrow night. Let his friends rally, and give him what he is justly entitled to, a bumper.

Boweny Ciacus.—The magnificent equestrian pageant entitled "S

COMMERCIAL AFFAIRS.

MONEY MARKET. Monday, Feb. 9-6 P. M.

We have no variation of importance to report in quo tations for stocks. Erie and Reading continue the most prominent fancies on the list; but the supply of stock fully equals the demand, and prices are not much affected. They were both heavy to-day, so far as quotations are concerned; and at the close the tendency was downward Stonington has become quite active again. Very little of this stock has been offered lately; but prices have been well maintained. Harlem is still drooping, notwithstanding the limited sales, and the favorable prospects of the company. It appears impossible to Norwich and Worcester. The last report of earnings is not calculated to advance the market value of the stock much. The receipts for January, 1852 were \$13,584, against \$18,644 for the same month in 1851. showing a falling off of \$5,060. A portion of this falling off was produced. doubtless, by the partial suspension of traffic on the road from the obstruction to navigation in the Sound; but that does not alter the fact, and we have no guaranty that the deficiency will be made up in the future earnings of the company. Stonington has been similarly affected in its traffic operations; but we do not know how much its earnings have been reduced. Long Island is making down again to old points. Very few have realized at the advance, judging from the transactions at the board. Hudson River Railroad has declined; in fact, nearly every security in the market, is lower now than it was last week at this time. Delaware and Hudson is an exception; quotations for that stock are steadily advancing. Only a few shares are sold daily, which exhibits a firmness among holders of a most decided character. This stock may reach a much higher price than that now current; but it never can be carried up to points it has touched within the past three years All the small stocks are very much neglected; and it is difficult to sustain prices in the absence of any demand At the first board to-day, Reading Railroad declined 11 per cent; Erie Railroad, 1/4; Harlem, 1/4; Norwich and Worcester, %; Hudson River Railroad, %; Long Island, 14: Canton Co., 114; Zinc Co., 14; Stonington, 14. Delavare and Hudson advanced 1% per cent.

The receipts at the office of the Assistant Treasurer of this pert, to-day, amounted to \$159,120; payments

\$211,071 20—balance \$3,033,384 04.

The deposites in the U. S. Mint, Philadelphia, for the week ending the 7th inst., amounted to \$1,383,590, of which \$1,596 was silver, and \$1,382,000 gold. Coinage in the same time, \$1,012,072. Total coinage since Jan uary let, \$5,251,687. Total deposits, \$5,561,740.

The Petersburg Railroad Company have declared a semi-appual dividend of 3 per cent. The Southwark and Moyamensing Gas Company have declared a semiannual dividend of 4 per cent.

The following bill to increase the range of securities in which savings' panks are allowed to invest their funds is now before the Legislature :

Sec. 1. It shall be lawful for any Savings' Bank, orga Sec. 1. It shall be lawful for any Savings' Bank, organized under or incorporated by the laws of this State in addition to the powers heretofore granted, to invest any money they have received, or hereafter shall reneive, as deposits, in the stock or bonds of any city in the State of New York, which may be issued under the authority of the Legislature of this State, or to loan said money on the securities of any stock or bonds in which said corporation is authorized to invest the same; provided, that he amount loaned thereon shall not exceed ninety percent or the market value thereof.

Sec. 2. This act shall take effect immediately.

The Pittsburg Copper Company pay its semi-annual

dividend of \$5 per share on the 14th inst. During the past year an amount exceeding the, whole dividend of the year has been expended on machinery, workshops, &c. This has been expended out of the current earnings of the line, without reducing the dividends. The income of the Portsmouth and Concord, N. H.

Railroad Company, for the first eight months of 1851, was \$10,381 56; for the same period of 1850, \$7,837 28. For the last four months of 1851, \$5,985 62; for the same time in 1850, \$4,014 67. The net income above all the expenges for the year is \$2,400. As the last four months of both years the cars were run to Raymond, they present the only fair criterion for comparing the operations. It appears that the increase of the business for the last four months of 1851, compared with the same time in 1850, is within a fraction of fifty per cent.

According to a report made to the Legislature of New Jersey, by the banks doing business under the new free banking law of that State, the circulation of each with the aggregate amount of securities deposited [with the

9	State Treasurer, were as appreced:-				
3	FREE BARRING INSTITUTIONS OF NEW JERSEY.				
,	Henks Lecotien Circulation	Securities. \$114 200 154,019 43,000 100,167 79,183 43,970 10 400 07,000 35,067 45,500 15,000			
	Public Stock, Belvidere	17,200 27,000 7,000			
,	Total\$763,968	\$774,146			

The securities are put down at their par value, which leaves a nominal margin of only \$10,178; but as most of the securities command a high premium, there is, in reality a very wide margin for depresention. The secu-

rities depost d consist of New York State, \$46,400; United 81-08, \$230,900; Ohio State, \$131,885; Kentucky United 8r cs. \$239,900; Ohio State, \$131,855; Kentucky, \$180,00; Pennsylvania, \$201,190 With the exception ansylvania, the premium on these stocks range

n five to twenty pe	r cent.	These s	ecurities	are di
ed among the banks	as follow	8:		
mks. U. States. N	I.Y.State	6. Ohio.	Ky. 25,000	Penn 10,80
1 & Hudson. 15 000	-	93,685	22,000	40,00
rehants	19 000	31,500	33 000	48,93 20,0
lantie 10,800	-	-	22,000	49,00
of America. 43 900 Exchange. 4.00		-	-	
y 7 000	11,400	1,000	. =	
rmere 60,000	7.000		15 000	20.00
reentown 2000	-		41,000	3,00
blic Stock 15,000	7,000	-	-	10.30
wark City 6,000			21,000	10,0
rchants 5,000	8 000			
Total \$239,900	46,400	131.885	150 000	201 10

Holders of bills will see by this which bank is the best secured. The Bank of America and American Exchange are secured wholly by United States stocks; Farmers and the Merchants' of Bridgetown, by United States and New York stocks. These are, of course, the safest banks on the list. The Merchants' Bank, of Mays Landing, is secured entirely by Pennsylvania State stock.

The annexed statement exhibits the quantity of certain articles experted from this port during the week ending the 7th iast , distinguishing the destination and extent of shipments to each place:-

ending the 7th inst, distinguishing the destination and extent of shipments to each place:—

Commerce of the Port of New York—Weekly Exports.

London—Flour, barrels, 900; naval stores, do. 4,989; oil cake, do. 552; sans, do. 164; starse, 24 500; rice, terces, 141; whalebone, lbs., 10,000; manufactured tobacco, do. 2,881; isinglese, casks, 1; furs, pkgs., 7; rhubarb, cases, 41.

Licepool.—Cotton, bales, 3,113; naval stores, barrels, 90; flour, do. 4,657; beef, tierces, 50; sperm oil, gallons, 2621; clocks, cases, 85; oid yellow metel, casks, 70; flax-seed, do. 263; corn, bushels, 9,700; bacon, lbs., 16,500; staves, 8,000.

Hull.—Naval stores, barrels, 2,888.

Bristol—Naval stores, barrels, 1,700; flour, do. 26; beef, tierces, 109; pork, barrels, 60; sperm oil, gallons, 2,108; cheese, lbs., 8,521; staves, 20,000; oil cake, pounds, 212; stoves, boxes, 7; logwood, tons, 28.

Havre—Cotton, bairs, 4,679; rice, tierces, 99; books, case, 1; hops, bales, 20.

Musseilles.—Cotton, bales, 250; naval stores, barrels, 1,216; beef, do, 50; essential oils, cases, 4; chroms yellow, do, 2; logwood, tons, 299; tobacco, hhds, 5; sareaparilla, bairs, 50; cak bark, bage, 175; wax, lbs., 6,794.

Humburg.—Cotton, bales, 209; civereed, barrels, 121; cedar, 10gs, 302; essential oils, cases, 6; pimento, bags, 256; coffee, do, 672; aloes casks, 10; balsam tolu, cases, 83; gum copal, do, 20; mahogany, logs, 10; rice, tierces, 467; sperm candles, lbs., 353; cak bark, bags, 29; corn, bushels, 265; cassis, lbs., 9,837; sarsaparilla, balae, 30; lndia rubber goods, cases, 92; wax, lbs., 13,88; furniture, package, 2; flour, barrels, 823; rys, bushels, 1221; naval stores, barrels, 982; cedar, 10gs, 186; segara, 23,000; rice, tierces, 451; pepper, bags, 10; coffee, do, 50, cocoa, do, 318; tea, hali cheets, 60.

Spoin.—Staves, 97,600; wine, gallons, 925.

Annuery—Ootton, bales, 739; naval stores, bbs., 1446; potash, do, 194; rice, tierces, 792; tobacoo, hds., 20; India rubber goods, cases, 82; wax, lbs., 13,88; furniture, package, 2; flour, barrels

bbls. 5.
Portugal.—Staves, 183,000; naval stores, bbls., 209.
Sicily.—Naval stores, barrels, 250; white lead, kegs, 50; wax, ibe, 7,700; pills, care, 1, tobacco, hhds., 22; mahogany, logs, 35; ship bread, bbls., 4; segars, 91,009.
Malta.—Tobacco, hhds., 200; do. manufactured, lbs.,

Azore. — Etaves, 2,400; spirits turpentine, bbls., 10; nails kegs, 94; potash, bbls., 21; oak bark, do., 3; do. bags, 99.
British North American Colonies.—Beef, barrels, 307;

Bellistin, Nach. Schott. Commer.—Beek, Barrets, Out; Earlitan, Neg. 86.

1085; elocks, cases 4; shovels, dozen, 50; cheese, bounds, 601; biscuit, boxes, 50; dry fish, 40; 60; potatoes, barreis, 75; entons, 40, 25; apples, 40, 20; brooms, 60om, 69; woodware, packages, 53; paper, reams, 500; ratsins, boxes, 400; pepper, bags, 25; main, kegs, 100.

Huyin.—Fickied codish, barreis 40; pork, 40, 50; best, 410; 50; best, 410; 50; best, 400; pepper, bags, 25; main, kegs, 100.

Huyin.—Fickied codish, barreis 40; pork, 40, 50; shale oil, gallons, 507; soap, boxes, 100; drugs, 4110; 01; hay, bains, 110; best, 400; 50; bese, 105, 440; lard, 4110; 2,517; has, 411; candles, 4110; 180; best, 112.

British Wast Indice.—Coal, tons, 259; plekid codish, barreis, 1,105; best, ditto, 259; pork ditto, 15; cheese, 1bs, 39; 141; candles, ditto, 180; on men, 250; polkad codish, barreis, 1,105; best, ditto, 259; pork ditto, 15; cheese, 1bs, 9,141; candles, ditto, 180; on men, 250; polkad codish, barreis, 1,105; best, 40; best,

The usual variety of articles exported is exhibited in this statement, but there is nothing new in the amount of any of our great staple products. Cotten and breadtuffs have gone forward in the usual quantities. It will be seen, on reference to the shipments to Cuba, that they were immensely large last week, and comprise a greater

Stock Exchange.		
\$4000 U 8 6'e, '62 111	200 shs Eris RR b60 79	
1100 de, '67 116%	100 Harlem RR 675	
1000 do 1165a	100 do	
2000 State D's, '55 102		
1(00 Ohio 6's, '75 115	200 00	
6691 76 III Int Imp 42	60 Long Island RE 183	
7000 Erie Income Bnds 9214	100 do 182	
6:00 do 92%	300 do 185	
Stor Hudson 2d Bds 98%	200 do 18	
7000 Erio Conv'ble, 71 88 500 Erio Conv'ble, '62 884	25 Edgeworth Co 73	
2000 Erie 1st Mt Bds 109	300 Stonington RR 614	
30 sha Phunix Bapk 106	300 do	
30 Del & Had, full 11336	2-0 do 511 3-0 Nor & Wor RR 10	
5 Bank Commerce 1004c	100 do	
10 Hanover Benk 19	100 do	
112 Albany & Schon R. 56	100 Sussex Zine Co 11	
500 Morris Canal 1716	200 Jareay Zina Ca 11	
100 00	25 Utlea & Sepon BR . 125	
375 Canton Co 70	18 Harlam prof. 100	
125 60 6036	by Had River KR 600 63	
fct Eric RR 7954	20 wholeon & law RR. 93	
500 00	600 Reading NR 655	
50 00 79%	600 60	
100 do 500 7854	300 40 660 635	
310 do	500 do 60 100 do 60	
25 40	100 40 65%	
	BOARD.	
\$1000 Erie Income Bds 1924	by she Nor & Was DR. Who	